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about through the entire knowledge and volition of the president of the bank, and that the matter was not primarily a party measure. It was undertaken after deliberate consideration by the bank officials because they thought that, all conditions considered, it was most likely to lead to a new charter. Moreover, it was not decided upon till early in January, 1832, which was a fortnight after the Baltimore convention had adjourned and a month after Congress had met.

Mr. Buell's facile narrative is full of errors great and small. For example, it is not true that Van Buren was responsible for the recall of Harrison from Bogota (II, 220). Harrison was recalled on March 10, 1829, and Van Buren did not become secretary of state until the last of the same month. It is not apparent that Mrs. Donelson, the mistress of the White House, "yielded to the influence of the Calhoun, Branch, Berrien and Ingham women" (II, 232). Her husband was not favorable to Eaton, and this may have had some influence over her views; but there is nothing to show that in regard to Mrs. Eaton she did not act on her own initiative. In view of the general opinion in Washington on the subject, there was certainly ground enough for her to take a stand without the influence of the cabinet ladies. Neither is it true that Mrs. Donelson returned to the White House after an absence of six months (II, 249). She left in the winter of 1829-1830 and did not return till September, 1831. It is not true, if one may credit the voluminous correspondence on the subject which one finds in Niles, that Ingham in the affair with Eaton used alleys and backyards in getting to his own house (II, 252). There are in the book serious omissions of facts. What shall we say to a narrative of this kind which dismisses the breach of Calhoun and Jackson in 1831 in eleven lines (II, 240); which gives to the break-up of the cabinet in the same year only sixteen lines (II, 251); and which gives only four lines to the Maysville road bill and nine to Jackson's relations with W. J. Duane? The reluctance with which Jackson broke with the South-Carolinians in regard to nullification receives little consideration (II, 238-240). Benton did not move to Tennessee with his aged mother in 1794. He was then only twelve years old. He left North Carolina in 1799.

JOHN SPENCER BASSETT.

Historic Highways of America. By ARCHER BUTLER HULBERT. Vols. XIII and XIV. *The Great American Canals.* (Cleveland: The Arthur H. Clark Company. 1904. Pp. 231, 234.)

THE first volume of this subseries treats of the Potomac Company's canal, the Chesapeake and Ohio, and the Pennsylvania canals. The omission of the many other canals constructed within the United States indicates the author's intention to select from the artificial waterways those which he considers historic instead of making an exhaustive treatment of ways of travel.

Prefacing his story proper with a sketch of the efforts of Robert Morris and other early promoters of improved internal navigation, Mr. Hulbert presents in detail the puny attempts of the "Potowmack Company" to harness the length of the great river as far as Fort Cumberland to the uses of navigation. By dredging channels and by constructing canals about the Great Falls it was hoped to use this rapid stream as if it had been another slow-moving Hudson. Experience soon taught that between low water in one season and ice and high water in another, few opportunities were left for the propulsion of craft. A legislative committee thought forty-five days of the year about all that could be depended upon. Notwithstanding the will power and the influence of General Washington given to its inception, the scheme proved a failure, and after thirty-six years of experiment and the expenditure of nearly \$800,000, the project was abandoned; or, rather, it was replaced by an artificial channel parallel to the river throughout its navigable length instead of employing the river proper. Searchers for historic remains who cross the Potomac at the Great Falls a few miles above the city of Washington will find the shallow excavation of the old canal and the foundations of the small locks by which the company hoped to circumnavigate the falls. At the lower falls may still be found iron rings set into the rocks, by means of which boats were to be warped over the rapids.

The history of the Chesapeake and Ohio Canal Company, the successor of the "Potowmack Company", affords opportunity to contrast the commercial hopes which centered about the city of Washington with those indulged in by the people of Baltimore. The one port was the eastern terminus of the proposed canal; the other became the end of the Baltimore and Ohio railway, designed to offset the canal as an outlet for western trade. The long and bitter contest between the two companies and, incidentally, between the rival kinds of transportation is well brought out by Mr. Hulbert. His description of the embryonic railway and the crude attempts to master steam transportation is easily one of the most interesting parts of the series. The 185 miles of the canal, extending from Washington to Cumberland, Maryland, was completed in 1851 at a cost of \$11,071,176.21 and is still operated by the trustees under a mortgage. As Washington was fed by this canal and Baltimore by the railroad, so Philadelphia attempted to get her share of western trade by the Pennsylvania state canal.

The Pennsylvania Canal, which connected Philadelphia with Pittsburgh, was completed in less than ten years after work was begun. It included two portage railroads, the one between the Schuylkill and the Susquehanna and the other the famous "Portage Railroad" across the Allegheny mountains from Johnstown to Hollidaysburg. This was the greatest engineering feat of the day. It was accomplished by ten "planes" up which cars were drawn by steam power. The total length of nearly 400 miles of canal and railways between Philadelphia and Pittsburgh was built at a cost of ten million dollars, half a million more than the Erie canal.

An entire volume devoted to the Erie canal will probably be considered the most adequate treatment of the series. It embraces the various projects for improving the Mohawk, the dreams of the early promoters of an internal waterway between the Atlantic and the Lakes, the memorial written by De Witt Clinton and presented to the legislature of New York in 1816, the details of the canal construction, its local influences, and the later agitation for an enlarged waterway. Readers will miss the local color which lent a charm to the earlier numbers of this series. The chapter on local influences of the canal comes nearest to this need and is a bit of work really worth doing. It seems to be taken almost entirely from *The Influence of the Erie Canal upon the Population along its Course*, a monograph by Julius Winden in the University of Wisconsin series.

The various agitations for a half-century looking to the enlargement of the Erie canal to a ship-canal are fully described in the concluding chapter. The author thinks its possibilities would place New York in the lead in promoting water transportation in the inland region as she was when the canal was first built. However, it would come from the canalization of rivers rather than from building artificial waterways.

EDWIN E. SPARKS.

The South American Republics. By THOMAS C. DAWSON, American Minister to Santo Domingo. Volume II. Peru, Chile, Bolivia, Ecuador, Venezuela, Colombia, Panama. [The Story of the Nations.] (New York and London: G. P. Putnam's Sons. 1904. Pp. xiv, 513.)

A History of South America, 1854-1904. By CHARLES EDMOND AKERS. (New York: E. P. Dutton and Company; London: John Murray. 1904. Pp. xxviii, 696.)

WHEN Mr. Dawson's first volume appeared it had the field to itself, but with the second there comes a competitor. Yet Mr. Akers's new book is practically a history of his own times, while Mr. Dawson has given us a two-volume collection of historical primers, each primer dealing with a South American republic and being complete in itself.

This method of treating the subject was fairly successful in the first volume, for Brazil, Argentina, Paraguay, and Uruguay have had but little common history. In the second, on the other hand, it has involved repetition and confusion, for the countries here treated have often been the scenes of different acts in the same drama. This is especially true of the period of the wars of independence. Two great generals, Bolivar in the north and San Martin in the south, gradually forced the Spaniards to make a final stand in Peru, where they were eventually defeated by the combined armies of north and south. The material for writing a reliable popular account of this great struggle is more accessible than that for any other period, and yet the method of treatment has so chopped up and distributed the campaigns as to make